



A NEW DAY.

City of Jacksonville, Florida

Donna Deegan, Mayor

City Hall at St. James
117 W. Duval St.
Jacksonville, FL 32203
(904) 630-CITY

www.Jacksonville.gov

January 9, 2025

The Honorable Randy White
The Honorable Kevin Carrico, LUZ Chair
And Members of the City Council
117 West Duval Street
Jacksonville, FL 32202

RE: Planning Commission Advisory Report / Ordinance No. 2024-908/Application No. L-5984-24C

Dear Honorable Council President White, Honorable Council Member and LUZ Chairman Carrico and Honorable Members of the City Council:

Pursuant to the provisions of Section 650.405 *Planning Commission Advisory Recommendation and Public Hearing*, the Planning Commission **APPROVED** Ordinance 2024-908 on January 9, 2025.

P&DD Recommendation APPROVE

PC Issues: Two property owners abutting the site were in opposition to the amendment siting concerns regarding the density, buffers, privacy and the transition of uses. These issues were acknowledged and addressed by the Planning Commission.

PC Vote: 6-0 APPROVE

Michael McGowan, Chair	Aye
Lamonte Carter	Aye
Amy Yimin Fu	Aye
Charles Garrison	Aye
Julius Harden	Absent
Moné Holder	Aye
Ali Marar	Absent
Jack Meeks	Absent
Tina Meskel	Aye

Planning Commission Report
January 9, 2025
Page 2

If you have any questions or concerns, please do not hesitate to contact me at your convenience.

Sincerely,



Helena A. Parola, MAURP
Chief of Community Planning
City of Jacksonville - Planning and Development Department
214 North Hogan Street, Suite 300
Jacksonville, FL 32202
(904) 255-7842
HParola@coj.net

Report of the Jacksonville Planning and Development Department

Small-Scale Future Land Use Map Amendment – January 03, 2025

Ordinance/Application No.: 2024-908 / L-5984-24C

Property Location: 0 Newton Road and 0 Cargal Street

Real Estate Number(s): 136163-0000; 136257-0000

Property Acreage: 8.95 acres

Planning District: District 3, Southeast

City Council District: District 4

Applicant: Cyndy Trimmer, Esq.
Driver, McAfee, Hawthorne and Diebenow, PLLC

Current Land Use: Low Density Residential (LDR)

Proposed Land Use: Medium Density Residential (MDR)

Current Zoning: Residential Rural-Acre (RR-Acre)

Proposed Zoning: Residential Medium Density-D (RMD-D)

Development Boundary: Urban Development Area

RECOMMENDATION: **APPROVE**

APPLICANT’S JUSTIFICATION FOR THE LAND USE MAP AMENDMENT

Applicant seeks this land use amendment to permit multi-family housing.

BACKGROUND

The subject site is 8.95 acres and is located along the west side of Cargal Street, a local roadway, which is connected to Southside Boulevard, a FDOT principal arterial road. The site is also located in Council District 4, Planning District 3, and the Urban Development Area. The applicant is proposing a Future Land Use Map (FLUM) amendment from Low Density Residential (LDR) to Medium Density Residential (MDR) to allow for multi-family residential uses on the site. The applicant is also proposing a companion rezoning from Residential Rural-Acre (RR-Acre) to Residential Medium Density-D (RMD-D), which is pending concurrently with this application, pursuant to Ordinance 2024-909.

The subject site is less than ¼ mile west from Southside Boulevard which is a commercial corridor. Additionally, the site is approximately ½ mile south from Beach Boulevard which is also a commercial corridor.

The adjacent land use categories, zoning districts and property uses are as follows:

North: Land Use: Community/ General Commercial (CGC), LDR, and Conservation (CSV)
 Zoning: Planned Unit Development (PUD), RLD-60
 Property Use: Wal-Mart Supercenter, Vacant land, and Single-Family Residential

South: Land Use: LDR and MDR
 Zoning: RR-Acre, Public Buildings & Facilities -1 (PBF-1), Residential Low Density – 60 (RLD-60), and Public Buildings & Facilities - 2 (PBF-2)
 Property Use: Single-family residential, Multi-family residential, Vacant Residential, and Office

East: Land Use: LDR, MDR, and CGC
 Zoning: PUD, PBF-1, CCG-1, and CCG-2
 Property Use: Multi-family residential, Self-Storage, Retail, and Office

West: Land Use: LDR
 Zoning: RR-Acre, PUD, and Residential Low-Density-60 (RLD-60)
 Property Use: Single-family residential

IMPACT ASSESSMENT

Potential impacts of a proposed land use map amendment have been analyzed by comparing the Development Impact Standards for the subject site’s existing vs. proposed land use categories unless maximum density/intensity is noted on the Annotated FLUM or is in a site specific policy. Development Impact Standards are detailed in FLUE Policy 1.2.16, *Development Standards for Impact Assessment*. These standards produce development potentials as shown in this section.

Land Use Amendment Impact Assessment - Application Number L-5984-24C

Development Analysis (8.95 Acres)		
Development Boundary	Urban Area	
Roadway Frontage Classification / State Road	Cargal Street – Local Roadway Adjacent to Southside Blvd – FDOT Principal Arterial	
Plans and/or Studies	Southeast Vision Plan	
Site Utilization	Current: Vacant/Undeveloped	Proposed: Multi-Family Residential

Development Analysis (8.95 Acres)		
Land Use / Zoning	Current: LDR/RR-Acre	Proposed: MDR/RMD-D
Development Standards for Impact Assessment	Current: 5DU/Acre	Proposed: 15 DUs/Acre
Development Potential	Current: 44DUs	Proposed: 134DUs
Net Increase or Decrease in Maximum Density	Increase of 90DUs	
Net Increase or Decrease in Potential Floor Area	N/A	
Population Potential	Current: 117 People	Proposed: 314 People
Special Designation Areas		
Aquatic Preserve	N/A	
Evacuation Zone	Zone C (partial)	
Airport Environment Zone	N/A	
Industrial Preservation Area	N/A	
Cultural Resources	N/A	
Archaeological Sensitivity	High and Medium	
Historic District	N/A	
Coastal High Hazard	N/A	
Adaptation Action Area	N/A	
Groundwater Aquifer Recharge Area	Discharge	
Wellhead Protection Zone	N/A	
Boat Facility Siting Zone	N/A	
Brownfield	N/A	
Public Facilities		
Potential Roadway Impact	488 net new daily trips	
Potential Public School Impact	31 new students	
Water Provider	JEA	
Potential Water Impact	Increase of 19,786 gallons per day	
Sewer Provider	JEA	
Potential Sewer Impact	Increase of 14,839.5 gallons per day	
Potential Solid Waste Impact	Increase of 234 tons per year	
Drainage Basin/Sub-basin	Arlington River/Pottsburg Creek	
Recreation and Parks	Beach and Peach Urban Park	
Mass Transit Access	Along Route 8 – Beach/Town Center	
Natural Features		
Elevations	11 to 30 above mean sea level	
Land Cover	4340: Upland mixed coniferous/hardwood 1100: Residential, low density - less than 2 dwelling units/acre 6170: Mixed wetland hardwoods	

Development Analysis (8.95 Acres)	
	1300: Residential, high density - 6 or more dwelling units/acre
Soils	24: Hurricane and Ridgewood 32: Leon Fine Sand 22: Evergreen-Wesconnett Complex 69: Urban Land
Flood Zones	NO
Wetlands	YES - 6170
Wildlife (applicable to sites greater than 50 acres)	N/A

Utility Capacity

The calculations to determine the water and sewer flows contained in this report and/or this spreadsheet have been established by the City of Jacksonville Planning and Development Department and have been adopted by JEA solely for the purpose of preparing this report and/or this spreadsheet. The method of calculating water and sewer flows in order to properly size infrastructure shall continue to be based on JEA’s Water, Sewer and Reuse for New Development Projects document (latest edition).

The applicant has provided a JEA Availability Letter, dated July 10, 2024, as part of the companion rezoning application. According to the letter, there is an existing 16-inch water main and a 6-inch force sewer force main along Southside Boulevard. There is also an existing 8-inch water main crossing Southside Boulevard, approximately 725 feet north of Cargal Street.

Both the land use amendment application and the companion rezoning application indicate that the site will be served by JEA water and sewer. The MDR land use category requires connection to centralized JEA and water and sewer to develop multi-family dwellings.

Future Land Use Element

Policy 1.2.8 Require new development and redevelopment in the Central Business District (CBD), Urban Priority Area (UPA), Urban Area (UA), and Suburban Area (SA) to be served by centralized wastewater collection and potable water distribution systems when centralized service is available to the site.

Development on sites located within the UPA, UA and SA are permitted where connections to centralized potable water and/or wastewater are not available subject to compliance the following provisions:

1. Single family/non-residential (estimated flows of 600 gpd or less) where the collection system of a regional utility company is not available through gravity service via a facility within a right-of-way or easement which abuts the property.

2. Non-residential (above 600 gpd) where the collection system of a regional utility company is not within 50 feet of the property.
3. Subdivision (non-residential and residential) where:
 - a. The collection system of a regional utility company is greater than 1/4 mile from the proposed subdivision.
 - b. Each lot is a minimum of ½ acre unsubmerged property.
 - c. Installation of dryline sewer systems shall be installed when programmed improvements are identified in the Capital Improvements Element which will make connections to the JEA Collection Systems available within a five (5) year period.

Transportation:

The subject site is 8.95 acres and is located on Cargal Street, a local roadway, which is accessible by Southside Boulevard (SR-115), a Principal Arterial roadway. This segment of Southside Boulevard between Beach Boulevard and J Turner Butler Boulevard is operating at 124% of capacity. The proposed land use amendment is located within the Urban Development Area and Mobility Zone 8. The applicant proposes to change the existing land use from Low Density Residential (LDR) to Medium Density Residential (MDR).

Comprehensive Plan Consistency:

The Trip Generation Analysis is consistent with the most recent version of the Transportation Element (TE) of the City of Jacksonville Comprehensive Plan (TE Objective 2.4 and Policies 1.2.1 and 2.4.2).

Trip Generation Estimation:

Table A provides the daily trip generation comparison between the current and proposed comprehensive plan land uses and the potential transportation impacts on the roadway network. The current LDR land use would result in 415 trips. If the land use is amended to allow for this proposed MDR development, this will result in 903 daily trips.

Transportation Planning Division RECOMMENDS the following:

The difference in daily trips for the proposed land use amendment has 488 net new daily trips when compared to the existing land use. The Transportation Planning Division recommends ongoing coordinating efforts with the City of Jacksonville Traffic Engineer and FDOT to determine if a traffic operational analysis is needed.

Table A
Trip Generation Estimation Scenarios

Current Land Use-Scenario	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Pass-By Trips	Daily Trips
LDR	210	44 DUs	T= 9.43 (X)	415	0	415
				<i>Total Trips for Existing Land Use- Scenario 1</i>		415
Proposed Land Use-Scenario	ITE Land Use Code	Potential Number of Units	Estimation Method	Gross Trips	Less Pass-By Trips	Daily Trips
MDR	220	134 MFDUs	T = 6.74 (X)	903	0	903
				<i>Total Trips for Proposed Land Use- Scenario 1</i>		903
Scenario Difference in Daily Trips						488

Source: Trip Generation Manual, 11th Edition, Institute of Engineers

School Impacts

The 8.95 acre proposed land use map amendment has a development potential of 134 dwelling units and 31 new students. The proposed development was analyzed in accordance with the adopted level of service standards (LOS) for school capacity as established in the Interlocal Agreement (ILA) and the Public Schools and Facilities Element. The ILA was entered into in coordination with the Duval County Public School System (DCPS) and the other municipalities within Duval County.

School concurrency LOS is the methodology used to analyze and to determine whether there is adequate school capacity for each school type (elementary, middle, and high school) to accommodate a proposed development. The LOS (105% of permanent capacity) is based on Concurrency Service Areas (CSAs), not the closest school in the area for elementary, middle and high schools, as well as on other standards set forth in the City of Jacksonville School Concurrency Ordinance.

In evaluating the proposed residential development for school concurrency, the following results were documented:

Application Review Request: COJ PDD: School Impact Analysis
 Proposed Name: L-5984-24C Newton Rd & Cargal St
 Requested By: Jemaine Anderson
 Reviewed By: LeVonne Griggs
 Due: 11/25/2024

Analysis based on maximum dwelling units: 134

School Type	CSA ¹	2024-25 Enrollment/CSA	Current Utilization (%)	New Student/Development ³	5-Year Utilization (%)	Available Seats - CSA ²	Available Seats - Adjacent CSA 4 & 5
Elementary	3	7,147	53%	16	75%	775	3,392
Middle	3	1,914	67%	6	56%	273	1,448
High	3	4,494	89%	9	85%	303	1,733
Total New Students				31			

NOTES:

¹ Proposed Development's Concurrent Service Area (CSA)

² Available CSA seats include current reservations

³ Student Distribution Rate

ES-.119

MS-.050

HS-.078

0.248

The Student Distribution Rate is calculated for each school type by dividing the total number of public school students enrolled in that school type in Duval County (102.110) by the number of total permitted housing units (411,541) for the same year, generating a yield of 0.248.

The analysis of the proposed residential development does not reveal any deficiency for school capacity within the CSA.

Public School Facilities Element

Policy 2.3.2 The City will coordinate with DCPS to establish plan review procedures to manage the timing of Future Land Use Map amendments and other land use decisions so that these decisions coordinate with adequate school capacity.

Policy 2.3.3 The City will take into consideration the DCPS comments and findings on the availability of adequate school capacity in the evaluation of comprehensive plan amendments, and other land use decisions as provided in Section 163.3177(6)(a), F.S. and development of regional impacts as provided in 1380.06, F.S

Objective 3.2 Adopted Level of Service (LOS) Standards
Through the implementation of its concurrency management systems and in coordination with the DCPS, the City shall ensure that the capacity of schools is sufficient to support new residential developments at the adopted level of service (LOS) standards within the period covered in the five-year schedule of capital improvements and the long range planning period. These standards shall be consistent with the Interlocal Agreement agreed upon by the DCPS, the City and the other municipalities. Minor deviations to the LOS standards may occur, so long as they are limited, temporary and with scheduled capacity improvements, school capacity is maximized to the greatest extent feasible.

Policy 3.1.1 The LOS standards set forth herein shall be applied consistently for the purpose of implementing school concurrency, including determining whether sufficient school capacity exists to accommodate a particular development application, and determining the financial feasibility of DCPS Five-Year Capital Facilities Plan and the City's Capital Improvement Plan.

Supplemental School Information:

The following additional information regarding the capacity of the assigned neighborhood schools was provided by the Duval County School Board. This is not based on criteria utilized by the City of Jacksonville School Concurrency Ordinance. Note that the percentage occupied may not appear correct due to ESE space requirements.

Application Review Request: **COJ PDD: Baseline Checklist Review**
 Proposed Name: L-5984-24C Newton & Cargal Street
 Requested By: Jermaine Anderson
 Reviewed By: LeVonne Griggs
 Due: 11/25/2024

Analysis based on maximum dwelling units: **134**

SCHOOL ¹	CSA	STUDENTS GENERATED (Rounded) ³	SCHOOL CAPACITY ² (Permanent/Portables)	CURRENT ENROLLMENT 20 Day Count (2024/25)	% OCCUPIED	4 YEAR PROJECTION
Hogan-Springs Glenn ES#64	3	16	472	428	91%	94%
Southside MS#211	3	6	988	827	84%	88%
Englewood HS#90	3	9	1879	1907	101%	86%
		31				

NOTES:

- ¹ Attendance school may not be in proposed development's Concurrency Service Area (CSA)
- ² Does not include ESE & room exclusions

³ Student Distribution Rate

ES-.119
 MS-.050
 HS-.078
 0.248

The Student Distribution Rate is calculated for each school type by dividing the total number of public school students enrolled in that school type in Duval County (102.110) by the number of total permitted housing units (411.541) for the same year, generating a yield of 0.248.

Archaeological Sensitivity

According to the Duval County Archaeological Predictive Model, the subject property is located within an area of high and low sensitivity for the presence of archaeological resources. Projects that move forward through the Site Review process may be required to perform a Professional Archaeological Reconnaissance Survey on the portion of the site that is in a high sensitivity area. If archaeological resources are found during future development/redevelopment of the site, Section 654.122 of the Code of Subdivision Regulations should be followed.

Historic Preservation Element

Policy 1.2.2 The City shall continue to review new development for the potential of archeologically significant sites. The City shall utilize the most current version of the Archeological Sensitivity Predictive Model to identify areas of high probability for artifact concentrations.

Policy 1.2.5 The Planning and Development Department shall maintain and update for planning and permitting purposes, a series of GIS data layers and maps depicting recorded archaeological sites, historic districts and local landmarks.

Evacuation Zone

The subject site is partially within Evacuation Zone C. As such, the land use application was routed to the City's Emergency Preparedness Division (EPD) for review and comment. EPD was provided with the land use application and the development potential of the proposed land use amendment change.

Emergency Preparedness Division Review

The proposed property in land use amendment L-5984-24C will be near Southside Boulevard, indicating sufficient access to Beach Boulevard (0.4 road miles), a primary evacuation route. In consideration of the surrounding evacuation zones (Zone A and Zone C), nearest evacuation routes, the estimate of 488 new daily trips, and the changes proposed through land use amendment application L-5984-24C would have a minimal impact on countywide evacuation clearance time within Duval County. Site design techniques that minimize disruption to existing traffic flow are encouraged. Any development should incorporate appropriate mitigation techniques to reduce flood vulnerability and minimize impacts to the floodplain.

Conservation /Coastal Management Element (CCME)

Policy 7.1.6 The City shall not amend the Future Land Use Element or the Future Land Use Map series unless; the requested change can be determined to not exceed the established hurricane evacuation times; the requested change is for a lower density; or the requested change for increased density provides adequate remedies to reduce impacts on hurricane evacuation times which exceed the acceptable standard.

Conservation /Coastal Management Element (CCME)

Policy 7.1.6 The City shall not amend the Future Land Use Element or the Future Land Use Map series unless; the requested change can be determined to not exceed the established hurricane evacuation times; the requested change is for a lower density; or the requested change for increased density provides adequate remedies to reduce impacts on hurricane evacuation times which exceed the acceptable standard.

Wetlands

Review of City data and the applicant’s site plan indicates the potential existence of wetlands on the subject site and as such, a wetlands survey has been provided by the City’s GIS analysis that indicates the location, size, quality and functional value of all wetlands located within the boundaries of the application site. Based on the information noted below, the proposed amendment may be consistent with the Conservation/Coastal Management Element (CCME) wetlands policies. Due to the Category II wetlands on site, the Waterways Commission reviewed the application at their December 12, 2024, meeting and unanimously recommended approval.

Wetlands Characteristics:

Approximate Size: 1.04 acres.

General Location(s): The wetlands are located within the center and eastern portion of the application site and buffers an Unnamed Creek that drains north and northwest into Pottsburg Creek.

Quality/Functional Value: The wetland has a high functional value for water filtration attenuation and flood water capacity and has a direct impact on the City’s waterways.

Soil Types/ Characteristics: (22) Evergreen-Wesconnett complex – The Evergreen and Wesconnett series consists of nearly level, very poorly drained, soils. The Evergreen soils formed in decomposed organic materials underlain by thick sandy marine sediments while the Wesconnett soils formed in thick sandy marine sediments. Both soils are located in depressions and are moderately permeable and moderately slowly permeable. The high water table is at or above the soil surface for very long periods.

Wetland Category: Category II

Consistency of Permitted Uses: Category II Wetlands: Uses permitted subject to the limitations of CCME Policy 4.1.6 shown below – conservation uses permitted.

Environmental Resource Permit (ERP): Not provided by the applicant and none exists according to the St. Johns River Water Management District web site.

Wetlands Impact: None proposed at this time.

Associated Impacts: None

Relevant Policies: CCME Policies 4.1.3 and 4.1.5

CCME Policy 4.1.3

The following performance standards shall apply to all development, except public utilities and roadways, permitted within Category I, II, and III wetlands:

(a) Encroachment

Encroachment in Category I, II, or III wetlands is the least damaging and no practicable on-site alternative exists; and

(b) No net loss

Development is designed and located in such a manner that there is no net loss to the wetland functions including but not limited to:

- i the habitat of fish, wildlife and threatened or endangered species,
- ii the abundance and diversity of fish, wildlife and threatened or endangered species,
- iii the food sources of fish and wildlife including those which are threatened or endangered,
- iv the water quality of the wetland, and
- v the flood storage and flood conveyance capabilities of the wetland; and

(c) Floodplain protection

Buildings are built at an elevation of sufficient height to meet the designated flood zone standards as set forth by the Federal Emergency Management Agency. The design must be in conformance with Chapter 652 (Floodplain Regulations) of the Ordinance Code; and

(d) Stormwater quality

In the design and review of developments which will discharge stormwater into the Category I, II, or III wetlands the following performance standards shall be used to protect water quality:

- i Issuance of a Management and Storage of Surface Waters permit pursuant to Chapter 40C-4 or 40C-40, F.A.C. or a stormwater permit issued pursuant to Chapter 40C-42, F.A.C., provides assurances necessary for compliance with subsections (i) - (iv) above provided the stormwater management system is constructed in accordance with the permit; and
- ii Regular monitoring and maintenance program on an annual basis for the performance of stormwater treatment systems

(e) Septic tanks

Septic tanks, drainfields and/or greywater systems are located outside the Category I, II, or III wetland area and not within 75 feet of the mean high water line of tidal bodies or within 75 feet of any wetland unless the Duval County Health Department grants a variance for a hardship case pursuant to the provisions of Section 381.0065, F.S. Where public utilities are available, development is required to connect to these facilities; and

(f) Hydrology

The design of the fill shall include measures to maintain the wetlands hydrology of the site.

CCME Policy 4.1.5

The permitted uses within Category I and II wetlands shall be limited to the following land uses and associated standards, provided such use is consistent with the Future Land Use Map series (FLUMs):

(1) Conservation uses, provided the following standards are met:

(a) Dredge and fill

Dredging or filling of the Category I and II wetlands shall not exceed more than 5% of the wetlands on-site; and

(b) Vegetation

For Category I wetlands:

All native vegetation outside the development area is maintained in its natural state

For Category II wetlands:

No more than 10% of the arial extent of the vegetation outside the development area may be altered or removed; and

(2) Residential uses, provided the following standards are met:

(a) Density/Dredge and fill

Where lots, except for lots of record as defined in the Future Land Use Element, are located totally within the wetlands:

- i density shall not exceed one (1) dwelling unit per five (5) acres; and
- ii buildings shall be clustered together to the maximum extent practicable; and
- iii dredging or filling shall not exceed 5% of the wetlands on-site; and

(b) Vegetation

For Category I wetlands:

All native vegetation outside the development area is maintained in its natural state

For Category II wetlands:

No more than 10% of the arial extent of the vegetation outside the development area may be altered or removed; and

- (3) Water-dependent and water-related uses, provided the following standards are met:

(a) Vegetation

For Category I wetlands:

All native vegetation outside the development area is maintained in its natural state

For Category II wetlands:

No more than 10% of the arial extent of the vegetation outside the development area may be altered or removed; and

(b) Boat facilities siting and operation

Boat facilities are further subject to Objectives 10.1, 10.2, 10.3, 10.5 and 10.6 and their related policies of this element.

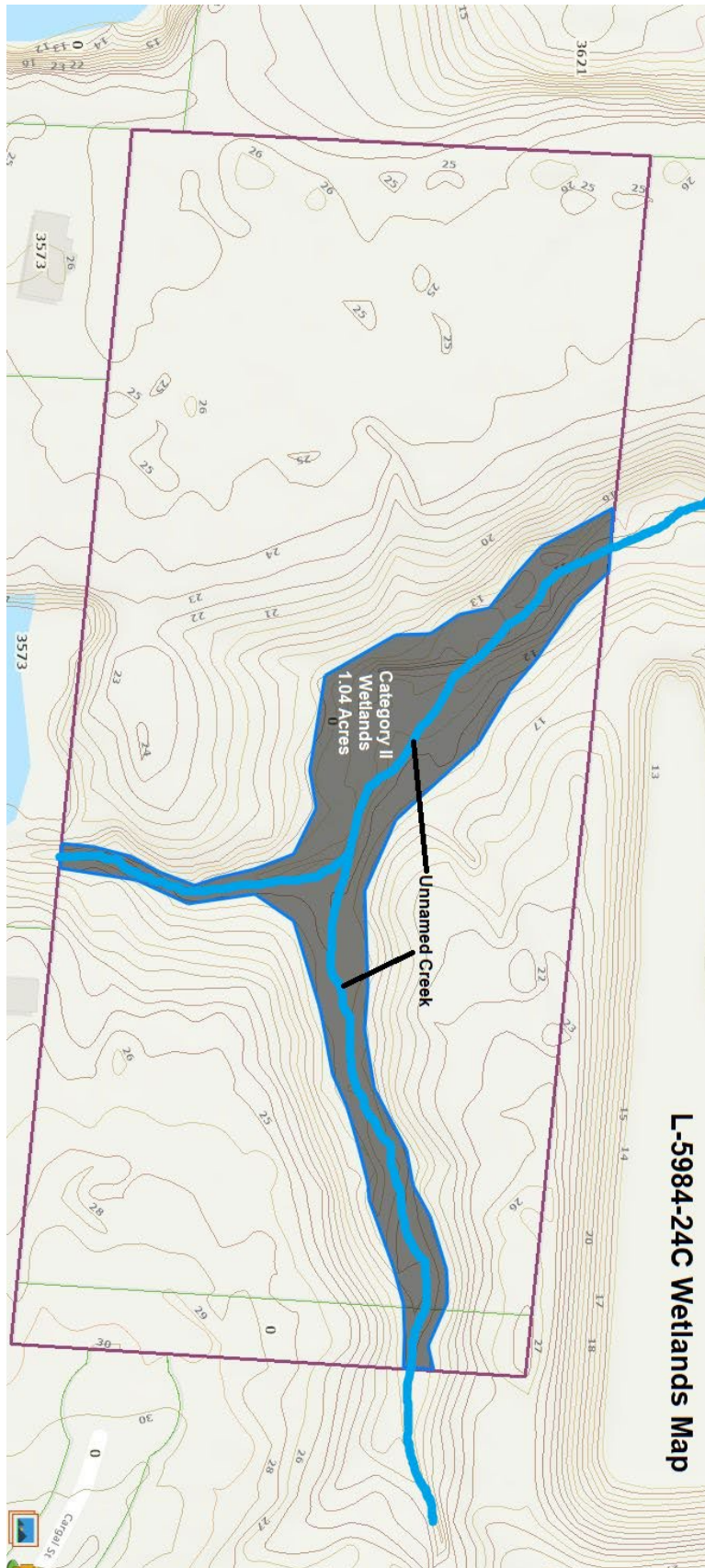
- (4) Access to a permitted use, subject to the requirements of (a), (b), and (f) as noted in the performance standards outlined in Policy 4.1.3 above.

- (5) Any use which can be shown to be clearly in the public interest, subject to the requirements of (a), (b), (d) and (f) as noted in the performance standards outlined in Policy 4.1.3 above.

- (6) For Category II wetlands only, silvicultural uses are allowed, provided the following standards are met:

Best Management Practices: Silviculture

Such activities are conducted in compliance with the provisions of the "Silvicultural Best Management Practices Manual", as may be amended, published by the Florida Division of Forestry, Department of Agriculture and Consumer Services.



PROCEDURAL COMPLIANCE

Upon site inspection by the Planning and Development Department on July 26, 2024, the required notices of public hearing signs were posted. Twenty-one (21) notices were mailed out to adjoining property owners informing them of the proposed land use change and pertinent public hearing and meeting dates.

The Citizen Information Meeting was held on December 2, 2024. Two members of the public was in attendance and were seeking more information about the project and the number of units proposed. Additionally, concerns were raised regarding traffic and flooding/drainage along Blair Road.

CONSISTENCY EVALUATION

Consistency with 2045 Comprehensive Plan Goals, Objectives and Policies

Future Land Use Element (FLUE)

Development Area

Urban Area (UA): The UA is the second tier Development Area and generally corresponds with the densely developed portions of the City that have been in residential or employment generating uses prior to consolidation. It also includes major corridors which connect the other Development Areas. Similar to the Urban Priority Area (UPA), the intent of the UA is to encourage revitalization and the use of existing infrastructure through redevelopment and infill development, but at moderate urban densities which are transit friendly. Also similar to the UPA, the UA is intended to support multi-modal transportation and the reduction of per capita greenhouse gas emissions and vehicle miles traveled. Development is encouraged to employ urban development characteristics as defined in the Comprehensive Plan.

Goal 1 To ensure that the character and location of land uses optimize the combined potentials for economic benefit and enjoyment and protection of natural resources, while minimizing the threat to health, safety and welfare posed by hazards, nuisances, incompatible land uses and environmental degradation.

Objective 1.1 Ensure that the type, rate, and distribution of growth in the City results in compact and compatible land use patterns, an increasingly efficient urban service delivery system and discourages proliferation of urban sprawl through implementation of regulatory programs, intergovernmental coordination mechanisms, and public/private coordination.

Policy 1.1.17 Gradual transition of densities and intensities between land uses in conformance with the provisions of this element shall be achieved through zoning and development review process.

Policy 1.1.21 Rezoning and amendments to the Future Land Use Map series (FLUMs) shall include consideration of their potential to further the goal of meeting or exceeding the amount of land required to accommodate anticipated

growth and the projected population and to allow for the operation of real estate markets to provide adequate choices for permanent and seasonal residents and business with the intent that this balance of uses shall:

- A. Foster vibrant, viable communities and economic development opportunities;
- B. Address outdated development patterns; and/or
- C. Provide sufficient land for future uses that allow for the operation of real estate markets to provide adequate choices for permanent and seasonal residents and businesses and is not limited solely by the projected population.

The projected growth needs and population projections must be based on relevant and appropriate data which is collected pursuant to a professionally acceptable methodology. In considering the growth needs and the allocation of land, the City shall also evaluate land use need based on the characteristics and land development pattern of localized areas. Land use need identifiers include but may not be limited to, proximity to compatible uses, development scale, site limitations, and the likelihood of furthering growth management and mobility goals.

Policy 1.1.22

Future development orders, development permits and plan amendments shall maintain compact and compatible land use patterns, maintain an increasingly efficient urban service delivery system and discourage urban sprawl as described in the Development Areas and the Plan Category Descriptions of the Operative Provisions.

Policy 1.2.8

Require new development and redevelopment in the Central Business District (CBD), Urban Priority Area (UPA), Urban Area (UA), and Suburban Area (SA) to be served by centralized wastewater collection and potable water distribution systems when centralized service is available to the site.

Development on sites located within the UPA, UA and SA are permitted where connections to centralized potable water and/or wastewater are not available subject to compliance the following provisions:

1. Single family/non-residential (estimated flows of 600 gpd or less) where the collection system of a regional utility company is not available through gravity service via a facility within a right-of-way or easement which abuts the property.
2. Non-residential (above 600 gpd) where the collection system of a regional utility company is not within 50 feet of the property.
3. Subdivision (non-residential and residential) where:
 - a. The collection system of a regional utility company is greater than 1/4 mile from the proposed subdivision.
 - b. Each lot is a minimum of 1/2 acre unsubmerged property.

- c. Installation of dryline sewer systems shall be installed when programmed improvements are identified in the Capital Improvements Element which will make connections to the JEA Collection Systems available within a five (5) year period.

Goal 3 To achieve a well-balanced and organized combination of residential, non-residential, recreational and public uses served by a convenient and efficient transportation network, while protecting and preserving the fabric and character of the City's neighborhoods and enhancing the viability of non-residential areas.

Policy 3.1.5 The City shall provide opportunities for development of a wide variety of housing types by area, consistent with the housing needs characteristics and socioeconomic profiles of the City's households as described in the Housing Element.

Policy 3.1.12 The City shall, through Land Development Regulations, require higher density residential development and supporting commercial facilities to locate on major arterial or collector roads used for mass transit routes, and in proximity to major employment areas in order to ensure the efficient use of land, public facilities, and services, and transportation corridors.

Property Rights Element (PRE)

Goal 1 The City will recognize and respect judicially acknowledged and constitutionally protected private property rights in accordance with the Community Planning Act established in Chapter 163, Florida Statutes.

Objective 1.1 Local decision making shall be implemented and applied with sensitivity for private property rights and shall not be unduly restrictive.

Policy 1.1.1 The City will ensure that private property rights are considered in local decision making.

Policy 1.1.2 The following rights shall be considered in local decision making:

1. The right of a property owner to physically possess and control his or her interests in the property, including easements, leases, or mineral rights.
2. The right of a property owner to use, maintain, develop, and improve his or her property for personal use or for the use of any other person, subject to state law and local ordinances.
3. The right of the property owner to privacy and to exclude others from the property to protect the owner's possessions and property.
4. The right of a property owner to dispose of his or her property through sale or gift.

According to the Future Land Use Element (FLUE), Low Density Residential (LDR) is a category intended to provide for low density residential development. Generally, single-family detached housing should be the predominant development typology in this category. Mixed use developments utilizing the Traditional Neighborhood Development (TND) concept, which is predominantly residential but includes a broad mixture of secondary recreational, commercial, public facilities and services may also be permitted. New residential subdivisions in LDR should be designed in such a way as to reduce the number of Vehicles Miles Traveled, and cul-de-sacs should be avoided. Density, location and mix of uses shall be pursuant to the Development Areas as set forth herein. The maximum gross density in the Urban Area shall be 7 units/acre when centralized potable water and wastewater services are available to the site and there shall be no minimum density; except as provided herein.

Medium Density Residential (MDR) is a category intended to provide compact medium to high density residential development and can serve as transitional uses between low density residential uses and higher density residential uses, commercial uses and public and semi-public use areas. Multi-family housing such as apartments, condominiums, townhomes and rowhouses should be the predominant development typologies in this category. Plan amendment requests for new MDR designations are preferred in locations which are supplied with full urban services and in locations which serve as a transition between commercial and residential land uses. Development within the category should be compact and connected and should support multi-modal transportation. For sites located within the Urban Area, the maximum gross density shall be 30 units/acre when the site does not abut land in LDR or RR. The subject site abuts LDR and would be allowed a maximum of 20 units/acre. In the absence of the availability of centralized potable water and/or wastewater, the maximum gross density of development permitted in this category shall be the same as allowed in Low Density Residential (LDR) without such services.

The proposed amendment from LDR to MDR is a logical extension to the MDR land use to the south and will result in infill development in an area that is served by full urban services. Development of the site with uses consistent with the MDR land use category would add diversity to the existing single-family housing stock of the area. The site is also located with access to a FDOT principal arterial roadway (Southside Boulevard) which is a commercial corridor, producing a preferred location for the increase of density to the site. Additionally, the site is located less than ½ mile away from Beach Boulevard which is another FDOT principal arterial roadway as well as a commercial corridor. The sites' amendment to MDR provides a gradual transition between LDR located south and west of the site to the Southside and Beach Boulevard commercial corridors. Therefore, the amendment is consistent with the FLUE Goals 1 and 3, Objective 1.1, and Policies 1.1.7, 1.1.21, 1.1.22, 3.1.5, and 3.1.12.

The applicant has provided a JEA Availability Letter, dated July 10, 2024, as part of the companion rezoning application. According to the letter, there is an existing 16-inch water main and a 6-inch force sewer force main along Southside Boulevard. There is also an existing 8-inch water main crossing Southside Boulevard, approximately 725 feet north of Cargal Street. Additionally, the applicant intends to connect to central water and sewer services providing consistency with FLUE Policy 1.2.8.

The proposed amendment does not hinder the private property rights of the owner of record; has no impact on the right of the property owner to possess or control his or her interest in the property; maintains the owner's ability to use, maintain, develop and improve the property; protects the owner's right to privacy and security; and maintains the ability of the property owner to dispose of the property at their discretion. Therefore, the amendment is consistent with PRE Goal 1, Objective 1.1 and Policies 1.1.1 and 1.1.2.

Southeast Jacksonville Vision Plan

The subject property is located within the boundaries of the Southeast Jacksonville Vision Plan. While the plan does not specifically mention the location of the subject site, the amendment to MDR would allow for the redevelopment of an underutilized parcel, in lieu of developing on undeveloped land and allow for a wider variety of housing options in the area. Principle 2.1 of the Vision Plan is to provide for and promote compatible mixed-use development, infill and redevelopment in stable and declining areas and create a range of housing opportunities and choices, where appropriate. The proposed amendment is therefore consistent with the Southeast Jacksonville Vision Plan.

Strategic Regional Policy Plan

The proposed amendment is consistent with the following Goal of the Strategic Regional Policy Plan:

Goal: A safe, sanitary, efficient and resilient housing supply that provides lifestyle choice (agricultural, rural, suburban, and urban) and affordable options for all income, age and ability groups, equitably placed in vibrant, viable and accessible communities throughout the region.

The proposed land use amendment would increase opportunities for residential development, providing a wider range of housing in the northeast Florida region and create a location for the development of new housing stock for the area. Therefore, the proposed amendment is consistent with the Strategic Regional Policy Plan.

LAND UTILIZATION MAP

